

When vice prevails and impious men bear sway,
The post of honor is a private station.—Ad-
dison.

Honolulu Star-Bulletin

HONOLULU, TERRITORY OF HAWAII, FRIDAY, SEPTEMBER 22, 1916.

SPORTS, CLASSIFIED AND SHIPPING
SECTION

NINE

MAMMOTH HOTEL SYNDICATE FORECAST BY PROMOTION COMMITTEE CHAIRMAN

Emil A. Berndt Suggests to Civic Convention Delegates That
Big Interests Must Work Together—High-Water Mark for
Travel Set This Year, With Expectation of Increase in Future

(Special Star-Bulletin Correspondence)
HILLO, T. H., Sept. 22.—Emil A. Berndt, chairman of the Hawaii Promotion Committee, in a forceful address before the Civic Convention delegates today, declared that a mammoth hotel syndicate, with large transportation and hotel companies cooperating, is the logical development of the territory.

Mr. Berndt said: "Promotion," the subject assigned to me, is at the present time a real live issue. I mean the promotion of tourist travel and the propaganda which has to do therewith. No more civic activity centers anywhere and no more community service funds more unselfish expression than in the work of the Promotion Committee.

Everybody in the islands and a very large number of people on the American mainland and in foreign countries know something of the Hawaii Promotion Committee and the work it has done to draw travelers from all parts of the world to our "Paradise of the Pacific," and to interest them in our treasure house of scenic attractions and other features after they get here, but after all a comparative few of our own people really know the vast ramifications of the Promotion Committee's activities. To many the Promotion Committee seems to be a glad hand organization, just organized to meet visitors at the wharves when the steamers come in, to put leis around their necks when they depart and to get them to the hotels and into autos, and spend a whole lot of money in doing this.

Value of Work Being Recognized
There are a great many people, however, who really understand the serious side of the Promotion Committee's activities and know how far-reaching the committee's influence is, and of the work it has accomplished in the thirteen or fourteen years of its lifetime.

Mark Twain, Robert Louis Stevenson, Charles Warren Stoddard and many other writers spread the fame of Hawaii abroad, but even then, with steamers calling at Honolulu infrequently and with accommodations at sea and on land at a minimum, the number of travelers was comparatively small. It was after annexation that this romance, all this charm and hospitality, and the beauty, the sun and sand, the sea and the sugar and bananas and pineapples, and under the impetus given by a number of public spirited firms and citizens, a small fund was accumulated, a director chosen, offices selected, literature published and the campaign to place Hawaii on the travel map was commenced in earnest. Since that day of small beginnings the Promotion Committee has not swerved in its efforts to bring Hawaii more and more into the public eye.

It was hard rowing for a while, and the publicity craft met with choppy seas which threatened to waterlog it, but these who went into the matter stayed by their oars, and today, although not resting upon their oars, they feel that results have been accomplished and have brought the ship to drop up to the third in prominence in the Hawaiian Islands.

All Islands Advertised
For years and years the only contribution to the promotion fund came from the Honolulu merchants and professional men. The committee, however, directed its efforts toward advertising all of the islands and the greatest of the attractions, instead of monopolizing interest in Honolulu. Prospective travelers, through literature and other channels, had their attention directed to the wonders of the active volcano of Kilauea, the extinct crater of Haleakala, the vast chasms of Kauai, as well as the varied beauties of Oahu. The traveler on arrival here heard an insistent appeal to visit the other islands. The hotels, probably the first to notice the pulse of travel, increased their accommodations and new hotels were built, until today Honolulu has hotels of a de-luxe type.

The Promotion Committee has not alone interested itself merely in the inducing of tourist travel to the islands, but has become a general information bureau and clearing house for information for practically every subject of interest in the islands, whether it be of sugar, pineapples, coffee, rice or churches, schools, races of people, large and small diversified industries, shipping, geology, theology, every form of outdoor sport; it has always been in the column of backing up public spirited measures such as good roads, civic center, protection of forests, making cities and towns more beautiful by the elimination of fences and utilizing the flower borders, and in making known every possible form of amusement that might be desired by visitors; and in greeting distinguished people and inducing others to come here so that their brains might be used to bring more and more attention to the islands, using every means through railroad, steamship and tourist agencies to place Hawaii on the travel map. Committee Members Must Work Hard
Its members are on the job all the time and unless the work is conducted on well established lines and the organization they maintain eminently efficient, results will not manifest and the public's money is wasted. The

individual accepting membership on the Promotion Committee takes upon himself a man's size undertaking and the sooner he realizes it the better for all concerned. I do not say this to throw cold water on anyone who has aspirations to identify himself with the promotion work, but because the greatest good for the greatest number can be accomplished by going into the fight with determination to serve, faithfully and unselfishly. The efforts of the past have borne fruit and I believe no one can be found now who still doubts that "promotion pays." The island of Hawaii does not have to palliate her efforts which resulted in having Hilo made a port of call by the big ocean passenger liners; Maui has something substantial to show for her untiring efforts expended to make known her natural wonder, and Kauai now entertains scores of sightseers, while a short time ago we are told tourists numbered only a baker's dozen a year.

The records on file at the Hilo headquarters tell the story vividly, the figures are well worth repeating here. For the year 1914 the arrivals numbered 7886; for 1915, 11,205 was reached, an increase of 3313. In addition to this we had 13,374 through passengers calling. The coming year will top these figures in the same ratio as 1915 topped 1914. What does this all indicate? Who can read the hand-writing on the wall? All of you, in fact; you have interpreted the writing and are now up and doing. Blaze away, you pioneers, and rest not until you have attained your victory, till on until you have realized the fact that once looked dim and visionary, ungraspable and not yours until you have made a booster and a promotionist of every mother's son and of her daughter too, who as we well know are a mighty factor in the upbuilding and advancement of any community.

How Committee is Made Up
At this point it might be well to tell you how the Promotion Committee is made up and what its duties are. In 1914 the committee, then one of five members and part of the regular organization of the chamber of Commerce of Honolulu, concluded that greater interest in its work would be cultivated, better efficiency shown and a more harmonious and result-getting propaganda waged, including developing of local travel and entertainment (home work), if a revision of the bylaws under which it worked were demanded. The idea of outer island representation sprang into immediate favor and the chamber bylaws were so amended as to make room for a representative from each of the islands of Hawaii, Maui and Kauai on the Promotion Committee, which improvement the legislature of 1915 endorsed and made compulsory before its appropriation could be received.

As was anticipated the desired results were realized and today the organization and its unique methods stand as a model upon which many of the mainland publicity bureaus conduct their interest-inducing and result-achieving operations. From wide-awake places the world over, come requests to outline to them Hawaii's make-up as its influence is everywhere keenly felt. All pulling in the same direction; one's interest, all Hawaii's interest, is irresistible power.

Outside Islanders Do Fine Work
The committee has been fortunate in having as representatives upon its increased membership from the other islands men of enthusiasm in promotion work, and whose efforts apparently have been so pleasing that their own communities have selected them to lead themselves. In this way the leading commercial organizations and the board of supervisors have taken a hand in the selection. This increase of membership and making it mandatory of the committee to hold at least one meeting each year on each of the islands of Hawaii, Maui and Kauai resulted in great good. A better understanding was reached, touching elbows with the community meant pledging more financial support and the scenic and climatic features of all the islands were brought vividly to the attention of the members of the committee which resulted in the revision of all the literature now doing the travel inducing work.

The duties of the committee showing the scene of the work to be performed is defined in the chamber's bylaw section 11, article 9, reading as follows: "The Hawaii Promotion Committee shall advertise the attractions of the territory, promote tourist travel, disseminate literature and by corresponding with tourist agencies, steamship and railroad companies, endeavor to enlist their aid and assistance in directing travel to the territory." From this you can see what opportunities are given the committee for wholesome development of its resources and capacity. It distributes approximately 600,000 pieces of literature annually. An average of \$31,000.00 is expended on the work per year over half of which goes into printing; this amount also includes the maintenance of the branch office in San Francisco.

Money is Well Spent
We obtain as much for our \$31,000.00 as any other community does for ten times the amount, partially because it is a community affair no one is making any money out of it, partially because our economic expenditures

(Continued on Page 11.)

HUGHES SCORES FOREIGN POLICY OF DEMOCRATS

Declares U. S. Citizens' Rights
Abroad Have Been Ignored
By Administration

(Associated Press by Federal Wireles)
FORT WAYNE, Indiana, Sept. 22.—Charging that the Democratic pledge to protect the lives and property of American citizens abroad had been ignored by the administration, Charles E. Hughes, Republican candidate for the presidency, yesterday spoke to thousands of persons here and received an ovation.

"Four years ago," said the candidate, "we were assured in solemn terms that the constitutional right of Americans to expect the protection of their country, no matter where they might go, so long as they behaved themselves properly, would be upheld throughout the world. There was no quibble about the language used at that time, yet since then we have seen Americans murdered and their property destroyed, with nothing but windy protests from the authorities in Washington. Our commerce has been interrupted, also, and a hot hint of real action from the capital."

"I therefore say that in this case, as in others, the Democrats have failed to keep an explicit pledge made to the people of the United States."

LOCAL JAPANESE PAPERS INDORSE ANGRY PROTEST

When the Japanese-American Citizenship Association of this city passed resolutions following the published interview with Kazan Kayahara, the Japanese writer in San Francisco, the local Japanese papers commented upon both the resolution and the remarks of Kazan. The following editorial was published in the Hawaii Hochi, under the head of "Prove the Fact."

"The resolution of the Japanese Citizenship Association of this city against the criticism of Kazan at San Francisco, upon the future of Hawaii-born Japanese which he termed as 'worthless and hopeless,' was read with interest. We cannot comment upon this remark as we did not receive any correspondence. We can proudly judge that there is a bright future for our Hawaiian-born Japanese because they showed their indignation over the insulting criticism of Kazan. The criticism of that Japanese writer may not be worthy of discussion, or we may not come into question, but we like to hear the voice of indignation from our citizenry."

"The future American citizen must have just such dignity and spirit with him. The high-spiritedness of these Hawaiian-born Japanese as true American citizens can trample on Kazan's misapprehensions as to the condition of the Hawaiian-born Japanese. We shall not comment upon the resolution of the Japanese-American citizenship Association, but the facts must be proved by the members in the future as they declared in their resolution. We earnestly hope our Hawaiian-born Japanese will stand strictly upon their self-confidence and prove that they are true American citizens in their talents and abilities."

PACIFIC COAST REFINERS RAISE PRICE OF SUGAR

(Associated Press by Federal Wireles)
SAN FRANCISCO, Cal., Sept. 22.—In sympathy with the rapid and spectacular advance in the price of raw sugar in the New York market, Pacific coast refiners today advanced the price of all grades of refined sugar ten cents the hundred pounds. Quotations by wholesalers in this market and tributary territory now stand at six-and-twenty, while retailers have advanced the price of cane granulated to seven-and-twenty.

TRADE COUNCIL WANTS ELASTIC TARIFF LAWS TO MEET COMPETITION

(Associated Press by Federal Wireles)
NEW YORK, N. Y., Sept. 22.—The National Foreign Trade Council, through its investigating committee, has reported that greater elasticity in the country's tariff laws is needed, and that it will be absolutely necessary if the United States is to meet on anything like equal terms the competition sure to come after the close of the war. The report states that "the creation of a tariff commission should help very materially in accomplishing this object."

Distances Nor Age Daunt This "Globe Trotter"

Young people may come to Honolulu in groups, older couples travel often in twos to feel Hawaii's charms and excursionists visit it in scores but it remains for Mrs. David Rutter to break the record so far as known of elderly visitors who come entirely alone on a 5000-mile jaunt to the territory.

"But I don't mind traveling alone in the least," she says, "and I have been to so many places in the world, although not always unaccompanied, that distances have no terrors for me. Why, I was even going on to Japan from here had it not been for the cholera."

Though a grandmother of many grandchildren Mrs. Rutter is bright and agile and found in Hawaii a place where she would like to live. She says it even compares favorably with the world-renowned splendors of sunny Italy.

When at home which isn't often, she says, Mrs. Rutter lives on the famous "Pine" estate at Pine Forge, Pa., which dates back directly to the grants from William Penn. The vast domain once embraced about 4000 acres but since has dwindled to about 600 acres of excellent farming, timber and mining land. Crumbling forges of the old iron workers who first tore the ore from the hills of Pine are still standing. Mrs. Rutter says Pine is one of the prettiest estates in Pennsylvania and bears a striking resemblance to beautiful Warwickshire in England.

Mrs. Rutter is at the Moana hotel during her stay here. She left in the Matsushita.

IN WAR ARENA

MACKENSEN'S ARMY ROUTED, IN FULL RETREAT

PARIS, France, Sept. 22.—Field Marshal von Mackensen, hero of the Teutonic drive through Serbia and commanding the forces of the German allies in the Balkans, has met with one of the most disastrous defeats of the war to date, according to despatches from Petrograd and Bucharest, confirmed in part by the reports from Berlin and Sofia.

After six days of terrific fighting on the Dobrudja line, stretching from the Danube to the shore of the Black Sea, the Bulgarians and Germans, with their Turkish allies, have been routed, and last night were reported pouring southward in a disorderly retreat, burning the villages through which they passed.

CRETE REVOLUTIONARIES MAY BE DEPORTED

LONDON, England, Sept. 22.—According to reports reaching here from Saloniki last night, it is probable that the revolutionary committee of the Creteans, who have rebelled against King Constantine and the present Greek government, and set up a provisional government of their own, will be sent to Saloniki.

Other despatches from Athens announced that former Premier Venizelos flatly declined to make any statement of his plans last night.

Asked if he intended to go to Saloniki to head the provisional government which is being formed there, M. Venizelos said: "If the king fails to heed the voice of the people we must decide upon what is best to do in those circumstances."

CONSTANTINE NOT PRO- GERMAN, SAYS PREMIER

ATHENS, Greece, Sept. 22.—The new Greek premier, M. Nicholas Kaieropoulos, yesterday issued a formal statement denying that King Constantine is pro-German in his sympathies.

"The king is pro-Greek only," says the statement, which adds that the new Greek cabinet "entertains only feelings of the most benevolent neutrality toward the members of the Entente Powers."

GERMANY SENDS SOCIALISTS TO FIRING LINE, SAYS REPORT

LONDON, Eng., Sept. 22.—Wireless despatches to Zurich, Switzerland, last night report that 150 Socialists and anti-war agitators have been arrested in Berlin, following a series of demonstrations in the German capital against the war. Although most of them are over the age limit, they are reported to have been sent to the front for active service.

GREEK STEAMER SUNK

LONDON, Eng., Sept. 22.—Lloyd's announced last night that it had received reports of the sinking of the Greek steamer Assinacostas and the landing of her crew. The Assinacostas was a small steamer registering 1889 net tons burden.

AUSTRALIA TO TAKE VOTE ON CONSCRIPTION

MELBOURNE, Australia, Sept. 22.—The bill providing for a referendum of the question of universal conscription to the people has been passed by the house of representatives on third reading.

Ernest J. D. Heins, retired New York real estate man, who killed himself in his Montclair, N. J., home on May 30, last, left \$11,598 taxable in this state. The decedent had a New Jersey estate of more than \$100,000. His widow and three children inherited the property.

CAMPFIRES OF WOODMEN ARE LIT IN HONOLULU

Banquet is Given at the Young
for Head Consul and Mrs.
I. I. Boak of Denver

About a long banquet board decorated in the colors of their order—red, white and black—more than a dozen Woodmen of the World, among whom was Head Consul I. I. Boak of Denver, last night lit their campfires for Honolulu and the Hawaiian Islands.

The banquet, which was held in honor of Consul and Mrs. Boak and attended by members and friends of the organization and their wives, was held in the gold room of the Alexander Young Hotel.

It was an impressive moment when, following an eloquent speech by the head consul, and in answer to a call from Senator James L. Coke, toastmaster, the feasters rose to signify their desire for a Woodmen camp in Honolulu.

"If you want it, we'll have it," Consul Boak had already declared in his speech, and heavy applause which followed the statement showed the speaker that "they wanted it." One or two men, perhaps three, will be sent here from the mainland to institute the camp and hoist the woodcraft banner.

Besides speeches last night by the guest of honor and by Senator Coke, others were given by Will Borthwick, Fred John T. McTaggart and A. G. Horne.

Further details of the speeches and of the plans for organizing will be printed in the fraternal columns of tomorrow's Star-Bulletin.

The banquet table last night was set with beautiful decorations. Translucent daisies were arranged tastily to lie upon the long white cover and were held in vases down the center. Over the table hung red, white and black streamers—the colors of the order, and tall candlesticks with red shades were here and there.

Besides speeches the violinist and pianist from the Russian orchestra at the Young rendered some delightful selections.

In addition to the guests of honor those present were: Frederick Donnelly, John Traut, Mr. and Mrs. L. E. Haehnle, Senator and Mrs. James L. Coke, Mr. and Mrs. Ernest Giesecke, W. Borthwick, J. S. Winfield, Mr. and Mrs. William L. Creed, Prof. and Mrs. John McTaggart, Mr. and Mrs. A. G. Horne, Mr. and Mrs. W. G. Burns, Mr. and Mrs. John F. Stone, and C. Lewis.

12-INCH RIFLE IS SHATTERED; ONE MAN HURT

One of Battleship Michigan's
Big Guns Blows Up In
Practice Drill

(Associated Press by Federal Wireles)
WASHINGTON, D. C., Sept. 22.—Admiral Henry T. Mayo, commanding the Atlantic fleet of the United States Navy, yesterday notified the navy department that one of the twelve-inch guns of the super-dreadnought Michigan was blown to pieces during the target practice held by the battleship on the southern drill grounds.

According to the report from the admiral, the muzzle of the gun was blown to bits. The Michigan has been ordered to the League Island Navy Yard, Philadelphia, for repairs and an investigation into the causes of the accident.

One man is said to have been seriously injured by the explosion.

SUPERVISORS SHOULD HAVE MEN TO EXPLAIN BOND ISSUE TO VOTERS

In order that the people may have a clear understanding of the purpose of the municipal bond issue, it has been proposed by Harry Murray, manager of the city water department, that the board of supervisors should appoint several disinterested and well informed persons who would tour the county and explain to the voters the value of the bonds to the community if passed. He plans to bring the matter to the attention of the board immediately.

BIDS FOR CORAL ROAD AT AIEA TO BE ASKED

To lay a coral dressing on the road at Aiea, Oahu, bids will soon be asked. Work there is already under way and good progress is being made. Charles Sullivan, one of the home-owners, has the contract for the preliminary work.

The Rev. William B. Maryre was arrested and taken to Charleston, W. Va., by Post Office inspectors who charged him with sending threatening letters to President Wilson.

TERRITORY MUST HAVE EFFICIENCY IN TRANSPORTATION, FORBES SAYS

Superintendent of Public Works in Address at Hilo Convention
Points Out Room for Improvement to Make the Most of
Potentially Great Tourist Traffic—Make All Scenic Wonders
Accessible for Ease-Loving Traveler, He Urges

(Special Star-Bulletin Correspondence)
HILLO, T. H., Sept. 22.—"Transportation" and its relation to civic betterment and enterprise, and good transportation in Hawaii as a tourist asset, where the themes dwelt upon by Superintendent of Public Works Charles R. Forbes in his paper read before the Civic Convention today.

The paper made firm but kindly criticism of some of the weak spots in the territory's transportation facilities, mentioning unimproved approaches to wharves, inadequate wharf space and streets far from beautiful. Superintendent Forbes did not refer to one town or city alone but pointed out room for improvement on the various islands, not forgetting Hilo.

He urged upon the people of the Big Island that they develop tourist attractions persistently. Throughout his talk he recurred to the necessity for good roads.

Some of the striking parts of his address follow:

"Travel in the islands is difficult and expensive. Roughly speaking, it costs four times as much to ride the few miles, say, from Hilo to Waiohinu as from Washington to New York. I do not wish to make my comparison odious. I know the cost of gasoline. I know the reasons why palace cars do not run on 110-pound rails between Hilo and Waiohinu, and I realize that it is little likely they ever will. Perhaps, from the standpoint of tourist travel, expense is not even the dominant factor. The man who comes here from a distance may be presumed to have money and leisure. He expects to spend them, but he also expects an equivalent. Admit that the expense is exorbitant, but render the equivalents of safety, comfort and ease."

"Let us begin with the traveler as he first reaches the islands from the mainland. Suppose he lands at Honolulu. He steps off the ship on to a wooden pier rapidly crumbling under the attacks of teredos. From the pier he emerges upon a dusty, wind-blown, sun-baked street. The minute the wheels of his motor car begin to turn he finds the pavement is full of holes and undulations. In brief, his precious first impression is wholly bad."

It would be shameful to acknowledge these things, but it is wise and brave to name them plainly and then work to remove them. Honolulu is doing that. The board of harbor commissioners is spending \$285,000 to construct a set of three tireproof, indestructible concrete piers. These piers will be equipped with all modern conveniences for handling passengers and freight at a further cost of approximately \$315,000 and designed for ultimate use as recreation centers. With a far-sighted view of the future, the Inter-Island Steam Navigation Company has acquired extensive property, looking to the development of facilities for docking, repairing and coaling vessels of call. Congress has appropriated money for keeping the harbor dredged to depth. There is constant agitation for better paving of Queen street. We are not asleep to our opportunities and what they demand of us."

Declares Kuhio Wharf Safe

"Suppose the traveler is to land at Hilo. Well, we know he won't land at the railway wharf and we know why. The disintegration of that structure, while nothing to be proud of, has at least enforced the use of Kuhio wharf. You are familiar with the attitude of the board of harbor commissioners toward Kuhio wharf. The more the wharf is being used and the more information we have about it, the less reason we have to change that opinion. I may say here that a record is being kept of the experience of every master who berths his ship at the wharf. That record is uniformly favorable to the position of the department and those who have supported it. It may take some time yet for the dimension that has obscured the facts to disperse, but among those who know the facts—and there are those of you here today who do—there no longer can be any doubt of the safety of Kuhio wharf. As you saw when you landed, the railway and the Inter-Island have taken offices on the wharf, and one conveying unit for the rapid and economical handling of sugar will soon be in place. Three more of these units are to be installed."

Service—Roads—Golf

One of the leading hotel keepers of California, told me that in his trade just three things are necessary to satisfy the tourist of today—good service (which includes adequate accommodations and good cooking), good roads and plenty of golf courses. Service is the watchword, and for us it must include transportation. Service is what we of this territory never have given the tourist. We have spent money to bring him here and then have turned him loose with nothing to do and nowhere to go but home. I do not wish to belittle the excellent work of the Promotion Committee and the Hawaii Publicity Commission. They have done all they could and it has been done well, but the problem is more than they can be asked to handle. We must all tackle it with our collective strength, or it will get away from us."

"The tourist was here last winter in numbers that left us ashamed of our inability to house him, let alone amuse him. He will be here this winter in still greater numbers. If we send him home satisfied, he will come again and bring his friends. If we neglect him he will go where he is better cared for."

"I read the other day in the newspapers that two leading Honolulu businessmen estimated that the last Carnival left a minimum of \$300,000 new money in the city. And that, gentlemen, is only the beginning. Once started right and properly guided, the tourist traffic is the nearest approach to perpetual motion yet devised by man. It is like the Oriental fable in which another little ant brought another little grain of corn. The thing is an endless chain, stretching deeper into the future than any of us care to see."

"When I talk of service, I do not mean that we should smother the tourist with superfluous attentions. What he asks is comfort and amusement. He comes here primarily to see (which we must read to be shown), not particularly to be here rather than somewhere else, and we must tell him what to see and make it possible for him to get to see it. He will gladly amuse himself if we furnish him the means; he will gladly pay the transportation if we supply the roads."

"We have the attractions. No where else in such small compass are included equal advantages of climate, varied scenery and all-the-year-round sport. But we must shake ourselves out of self-satisfaction. Our insular self-complacency. We must show our goods."

"Of course, I put Kilauea first. I shall not attempt here to clothe Kilauea in adjectives for you, but I wish to call your attention to one condition limiting it. In comparison with Vesuvius—a far smaller volcano, dangerous of approach and only intermittently active—Kilauea hold the same relative position in the popular imagination that the Falls of Zambesi hold to Niagara—and for the same reason. Abundant transportation makes one accessible and lack of it makes the other remote."

"A moment ago I told you that the outstanding facts in the matter of good roads were bold and firm. Since then I have been trying to make some of them plain; and I hope you are now ready to agree with me that it good roads in general are profitable for us they are necessary."

Nothing But the Best
"I intend now to develop my theme and to insist that, in this climate particularly, only the best roads will serve."

"Water and air are the two prime destroyers of roads, and we have plenty of both. Water washes, scores and gullies; the suction in the wake of pneumatic tires draws out the binder, unless protected by a sealing coat, and the winds float the dust away. Most of our traffic is automobile travel; all our roads are hilly, to make the work of the water easier; and they are copiously dressed with rain. Our roads are poor—porous and friable, weak under crushing weights and yielding easily to the abrasive action of rubber tires."

"We need the best of foundations, the best of bladders and the best of wearing surfaces. It has been abundantly proved in Hawaii that water-bound macadam, no matter how well built, will not stand up under modern traffic. After a short period of use, the rapid deterioration rips the cost of maintenance into ruinous figures. The result is that we are forever spending altogether disproportionate sums on the upkeep of roads that remain always bad."

"With a little attention to upkeep, a well built concrete road is virtually indestructible. The great shrinkage in maintenance costs more than repays the increased initial outlay; it is true that the initial cost is heavy, and I know that there is well-founded distrust of spending large sums under political control. I know that there is an ancient and essential quarrel between politics and efficiency. Politics is the science of compromises. The best politician is he who can get the most and give the least; but he must always concede something. The only progressive statesman is he who can contrive to step a little farther forward at each stride than he is pushed backward by the opposition. Engineer Wants Efficiency
"This slogan is exactly what the engineer loathes. His ideal is to set up an absolute standard and steer for it straight on an undeviating line of efficiency. He hates politics whenever it conflicts with his work. And so should you. In all public development there must be a share of politics. I suppose, in the procuring of an appropriation. At least, whenever a politician is frank, he tells me so and I am willing to concede that no appropriation ever is made without an eye to its political aspect."

"Be it so; there still remains the (Continued on Page 11.)

our inability to house him, let alone amuse him. He will be here this winter in still greater numbers. If we send him home satisfied, he will come again and bring his friends. If we neglect him he will go where he is better cared for."

"I read the other day in the newspapers that two leading Honolulu businessmen estimated that the last Carnival left a minimum of \$300,000 new money in the city. And that, gentlemen, is only the beginning. Once started right and properly guided, the tourist traffic is the nearest approach to perpetual motion yet devised by man. It is like the Oriental fable in which another little ant brought another little grain of corn. The thing is an endless chain, stretching deeper into the future than any of us care to see."

"When I talk of service, I do not mean that we should smother the tourist with superfluous attentions. What he asks is comfort and amusement. He comes here primarily to see (which we must read to be shown), not particularly to be here rather than somewhere else, and we must tell him what to see and make it possible for him to get to see it. He will gladly amuse himself if we furnish him the means; he will gladly pay the transportation if we supply the roads."

"We have the attractions. No where else in such small compass are included equal advantages of climate, varied scenery and all-the-year-round sport. But we must shake ourselves out of self-satisfaction. Our insular self-complacency. We must show our goods."

"Of course, I put Kilauea first. I shall not attempt here to clothe Kilauea in adjectives for you, but I wish to call your attention to one condition limiting it. In comparison with Vesuvius—a far smaller volcano, dangerous of approach and only intermittently active—Kilauea hold the same relative position in the popular imagination that the Falls of Zambesi hold to Niagara—and for the same reason. Abundant transportation makes one accessible and lack of it makes the other remote."

"A moment ago I told you that the outstanding facts in the matter of good roads were bold and firm. Since then I have been trying to make some of them plain; and I hope you are now ready to agree with me that it good roads in general are profitable for us they are necessary."

Nothing But the Best
"I intend now to develop my theme and to insist that, in this climate particularly, only the best roads will serve."

"Water and air are the two prime destroyers of roads, and we have plenty of both. Water washes, scores and gullies; the suction in the wake of pneumatic tires draws out the binder, unless protected by a sealing coat, and the winds float the dust away. Most of our traffic is automobile travel; all our roads are hilly, to make the work of the water easier; and they are copiously dressed with rain. Our roads are poor—porous and friable, weak under crushing weights and yielding easily to the abrasive action of rubber tires."

"We need the best of foundations, the best of bladders and the best of wearing surfaces. It has been abundantly proved in Hawaii that water-bound macadam, no matter how well built, will not stand up under modern traffic. After a short period of use, the rapid deterioration rips the cost of maintenance into ruinous figures. The result is that we are forever spending altogether disproportionate sums on the upkeep of roads that remain always bad."

"With a little attention to upkeep, a well built concrete road is virtually indestructible. The great shrinkage in maintenance costs more than repays the increased initial outlay; it is true that the initial cost is heavy, and I know that there is well-founded distrust of spending large sums under political control. I know that there is an ancient and essential quarrel between politics and efficiency. Politics is the science of compromises. The best politician is he who can get the most and give the least; but he must always concede something. The only progressive statesman is he who can contrive to step a little farther forward at each stride than he is pushed backward by the opposition. Engineer Wants Efficiency
"This slogan is exactly what the engineer loathes. His ideal is to set up an absolute standard and steer for it straight on an undeviating line of efficiency. He hates politics whenever it conflicts with his work. And so should you. In all public development there must be a share of politics. I suppose, in the procuring of an appropriation. At least, whenever a politician is frank, he tells me so and I am willing to concede that no appropriation ever is made without an eye to its political aspect."

"Be it so; there still remains the (Continued on Page 11.)

EVEN CHIROPRACTIC ADJUST- MENTS

cannot restore function to an organ in a bottle.
See a Chiropractor, and keep your organs.

F. C. NIGHTINGALE, D. C.
Chiropractor
304 Boston Bldg. Over Henry May's